

The Maupin Times

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Tygh News
(continued)

Cecil Mayfield of Smock was

a business caller here Monday. Howard Blackerby will move his family to Oak Grove where he will engage as a construction

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R. B. BELL, Agent, MAUPIN



mechanic, Mr. Blackerby has been persuing agriculture on Three Mile for a number of years and we are all sorry to see them leave the community.

Professor McDonald and Prof. Wriggles Sundayed in The Dalles.

There will be a school program and Christmas tree at I.O.O.F. hall here on Friday evening Dec. 21st.

J.O. Thompson was a Dalles business caller on Saturday taking in a number of crates of his thorbred turkeys.

Mr. and Mrs. Guy Reddington were visitors at Grass Valley over Sunday.

lytic stroke which rendered her almost helpless and for years she had been a great sufferer. When able she was never absent from her place in church or Sunday School.

Mr. and Mrs. Sidney Mulvaney and children went to McMinnville on Tuesday to make their future home.

Leslie Woodcock has been quite ill the past week but is better.

Wilbur Muiganey has been on the sick list but is better.

Mrs. Cecil Mayfield went to The Dalles on Monday.

Wapinitia

A. L. Hartman went to Portland Monday.

Herb Hammer made a trip to Maupin Monday to see Dr. Elwood. Mr. Hammer is suffering from a bad carbuncle on his arm.

Grandma Davis came over from Crabtree's Monday and is at the home of her son, Herb Hammer.

The Bazaar which was postponed last week will be held at the school house this Friday evening December, 14. Everybody invited.

Supt. Gronewald of The Dalles visited school Thursday.

Fred Hornquist and family enjoyed a visit at Barlow with his parents last week. They returned to Wapinitia on Saturday.

Mr. and Mrs. Perle Evick gave a dance Saturday night, honoring the birthday's of Vivian Barzee and Crystal Hartman.

N. G. Hedim returned from The Dalles Friday. Clark Smith came out with him.

J. M. O'Brien has built a new barn at the school house.

H. M. Blackerby and family of Wamic visited at the parsonage Sunday. They are moving to Oak Grove this week.

Mrs. George Burnside is shipping ducks to the Portland market this week.

The Christian Endeavor contest gets more exciting each week.

Old Santa On Wheels

Union Pacific to have Christmas trees on all Observation Cars.

"Mama, doesn't Santa Claus ever come to a railroad train?"

The innocent query, made by one of a number of children on the U. P. - Los Angeles Limited last Christmas gave some one a hunch and this year Santa Claus will make good on Childhood's fondest expectations.

For the announcement is made by William McMurry, General Passenger Agent of the Union Pacific System at Portland that every through passenger train on its lines is to have a Christmas tree, together with a full complement of candy, toys and all of the fixings necessary for a real Christmas Eve celebration.

And that means that the venerable saint will have to catch 25 different trains speeding at a mile a minute across widely separated portions of the West, bearing not a big tree, but a huge pack that contains everything necessary to make it a treasure chest of real Christmas fun. On each pack will be the address: "For the kiddies who have to

Auction Sale

We will sell at auction to the highest bidder for cash in hand, Saturday Dec. 15th, 1923, at the old school house in district 65, at 10 o'clock A. M. the old school building.

E. H. Snodgrass, Chairman.

Smock News

Snow almost melted.

Weather fine for December.

F. T. Felch made a business trip to Wamic on Monday.

Mrs. Edith Hill and family have recovered from the small pox.

J. W. Farlow returned from Portland via White Salmon on Saturday.

Mrs. Mary Morgan formerly of Smock but for several years a resident of White Salmon Wn. passed away on Thursday night of last week. She had a para-

NOTICE FOR PUBLICATION

Department of the Interior
U. S. Land Office at The Dalles, Oregon, November 14th, 1923.

Notice is hereby given that Charles G. Skogsborg, one of the heirs and for the heirs of John G. Skogsborg of Maupin, Oregon, who on Dec. 11, 1922, made Homestead Entry No. 022817 for N1-2NW1-4, Section 14, NE1-4NW1-4, Section 15, Township 6 south Range 14 east, Willamette Meridian, has filed notice of intention to make final proof, to establish claim to the land above described, before F. D. Stuart, United States Commissioner, at Maupin, Oregon, on the 27th day of December, 1923.

Claimant names as witnesses: C. A. Duns, of Criterion, Oregon; P. L. Rutherford, of Criterion; P. J. Kirck, of Criterion, Oregon; W. E. Hunt of Maupin, Oregon.

J. W. Donnelly, Register.

NOTICE FOR PUBLICATION

Department of the Interior
U. S. Land Office at The Dalles, Oregon, November 14, 1923.

Notice is hereby given that Leland S. Minks, of Grass Valley, Oregon, who on Oct. 23, 1920, made Homestead Entry, No. 019751, for Lot 4, section 7, NE1-4NW1-4, section 18, T. 4 S., R. 15 E., S1-2SW1-4, sec. 12, N1-2SW1-4, section 13, Township 4, south, Range 14 East Willamette Meridian, has filed notice of intention to make final three year proof, to establish claim to the land above described, before F. D. Stuart, United States Commissioner at Maupin, Oregon, on the 27th day of December 1923.

Claimant names as witnesses: J. O. Minks, of Grass Valley, Oregon; A. E. Leonard, of Grass Valley, Oregon; E. Whittier, of Grass Valley, Oregon; A. S. Minks, of Wamic, Oregon.

J. W. Donnelly, Register.

And the Cars Came

Railroads Make Good on Promise to Move All Business Offered



A low freight rate and no cars in which to ship is as unsatisfactory as a low price for bread and no bread.

Heretofore, fall harvest has brought a widespread shortage. Last year it was 140,000 cars. This year there is generally a surplus of cars throughout the country and especially of box cars in the West and Northwest, notwithstanding the roads are handling the greatest volume of business in their history.

There's a Reason!

For 1923, all the railroads of the United States joined in a co-operative effort and with a defined program to improve traffic conditions and to establish new standards of service, even excelling pre-war records. In fulfilling this program, 134,636 new freight cars and 2,963 new locomotives were put in service between January and October, 1923, a larger number than in any similar period within the past ten years.

Remarkable progress has been made in reducing the number of locomotives and cars awaiting repairs, 86.3 per cent of the locomotives and 93.3 per cent of the cars being in serviceable condition in October.

More railroad coal has been placed in stock pile storage and more commercial coal dumped at Lake Erie ports than in any previous year, thus making equipment available for other necessary traffic during peak periods.

From an average movement of 22 miles per day, (including idle time) in 1921, the railroads made 29.2 miles in September, 1923.

In the 42 weeks from January 1 to October 20, 1923, the railroads loaded and moved 40,545,620 cars, which was an increase of 18 per cent over 1922 and 10 per cent over the record year of 1920.

Isn't this a splendid tribute to the efficiency of the carriers and the co-operation of shippers?

The roads are spending this year 700 million dollars for new equipment and 400 million dollars for other improvements. Years ago James J. Hill, the great railroad builder of the Northwest, said that the roads must spend one billion dollars every year for additions and betterments to keep abreast of the country's growing traffic, but this is the first year in twelve that the railroads have found it possible to obtain that amount. Such expenditures have a vital bearing on national prosperity, contributing to the expansion of industry and employment of labor, increasing the demand for products of mine, forest and arm.

This \$1,100,000,000 being spent in 1923 is almost entirely new money, and not taken from earnings. The expenditure is based on the conviction that the American people will encourage compensatory rates and discourage attempts to embarrass the railroads in their efforts to provide adequate service. It is not predicted on present earnings for even in this record breaking year, it is unlikely that the roads will earn the 5.75 per cent on their valuation permitted by the Interstate Commerce Commission under the Transportation Act, but which if they do not earn they do not get.

Anti-railroad laws produce no freight cars. Constructive suggestions are always welcome.

C. S. GRAY,
President.

Omaha, Nebraska,
December 1, 1923.

UNION PACIFIC SYSTEM

travel on Christmas. With the holiday greetings of the Union Pacific System".

Both operating and traffic departments of the railroad are co-operating to see that Santa doesn't miss a single train that carries an observation car, and a large staff has been especially assigned to assist in seeing that the huge amount of presents and trimmings necessary are properly distributed and waiting at the various strategic points along the U. P. lines where the many trains can best be caught.

The Portland Limited will be started from Portland by Santa on the 24th and other trains will be met at Ogden, Salt Lake City, Los Angeles, Pocatello, Cheyene, Denver, North Platte, Kansas City and Omaha.

H. E. Fischer's bungalow on the hillside overlooking the garage has the framework completed and is assuming shape rapidly. Miss Stackhouse of Centerville Wn. is assisting her sister Mrs. W. J. Harris in the store.

Mrs. F. M. Jory is adding another room to her cottage on Dufur avenue.

Mr. and Mrs. John Muir of Jantura Oregon, are here this week the guests of Mrs. F. M. Jory.

James Cook came in from the White River section Tuesday for treatment for an abscessed ear.

Maupin is experiencing its first real winter weather today, with a light snow fall.

Earl Crabtree is carrying the mail while J. C. Pratt is convalescing.

O. A. C. SHORT COURSES

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Herdsman and Cow Testers	Jan. 2-June 12
Farm Mechanics, Tractors, Trucks, etc	Jan. 2-March 19
Farm Mechanics [one week]	Feb. 18-Feb. 23
Third Annual Canner's School	Feb. 4-Feb. 23
Land Classification and Appraisal	Jan. 7-Jan. 12
Agricultural Economic Conference	Jan. 21-Jan. 25

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WAPINITIA
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F. D. STUART, Secretary
B. D. FRALEY, N. G.

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